LTIP GRANT #4

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF CINCINNATI **CODE#** 061-15000

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 9 / 8 / 2006

CONTACT: John Brazina **PHONE #** (513) 352-6249
(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)
FAX (513) 352-1581 **E-MAIL** john.brazina@cincinnati-oh.gov

PROJECT NAME: Vine Street – Nixon to Erkenbrecher

SUBDIVISION TYPE
(Check Only 1)
__1. County
X 2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
X 1. Grant $ 1,305,000
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
X 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 1,450,000 **FUNDING REQUESTED:** $ 1,305,000

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $ 1,305,000.00 **LOAN ASSISTANCE:** $_____
SCIP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.
RLP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

(Check Only 1)
___State Capital Improvement Program
___Small Government Program
X Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ **RLP Loan**

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$_____.00	
Preliminary Design	$_____. 00		
Final Design	$_____. 00		
Bidding	$_____. 00		
Construction Phase	$_____. 00		
Additional Engineering Services *Identify services and costs below.		$_____.00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$_____.00	
c.) Construction Costs:		$ 1,300,000.00	
d.) Equipment Purchased Directly:		$_____.00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$_____.00	
f.) Construction Contingencies:		$ 150,000.00	
g.) TOTAL ESTIMATED COSTS:		$ 1,450,000.00	

*List Additional Engineering Services here:

Service:	Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 145,000.00	10
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER _____	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ 145,000.00	10
d.)	OPWC Funds		
	1. Grant	$ 1,305,000.00	90
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 1,305,000.00	90
e.)	TOTAL FINANCIAL RESOURCES:	$ 1,450,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Vine Street – Nixon to Erkenbrecher

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

From the intersection of Vine Street and Nixon Street to the intersection of Vine Street and Erkenbrecher Avenue in the community of Clifton. (See attached map)

PROJECT ZIP CODE: 45220

B: PROJECT COMPONENTS:

Improvements include widening Vine Street from 4 lanes (36' wide) to 5 lanes (58' wide) with a wide curb lane for bicycle travel and realign the Erkenbrecher and Vine intersection. Construct a new concrete base with asphalt surface, curbs, sidewalk, traffic signal, and lighting.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

5 lanes, 58 feet in width and 2200 feet in length.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

The current LOS is C. The LOS in 20 years with NO improvement is F. The LOS in 20 years with the improvement is C.

Road or Bridge: Current ADT 24,106 Year: 2000 Projected ADT: 35,820 Year: 2020

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 725,000.00
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 725,000.00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	1 / 1 / 06	9 / 1 / 07
4.2	**Bid Advertisement and Award:**	9 / 1 / 07	12 / 1 / 07
4.3	**Construction:**	12 / 31 / 07	11 / 1 / 09
4.4	**Right-of-Way/Land Acquisition:**	1 / 1 / 07	12 / 1 / 07

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	Scott Stiles
	TITLE	Assistant City Manager
	STREET	Room 104, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352-3475
	FAX	(513) 352-2458
	E-MAIL	scott.stiles@cincinnati-oh.gov
5.2	CHIEF FINANCIAL OFFICER	Joe Gray
	TITLE	Acting Director of Finance
	STREET	Room 250, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352-5372
	FAX	(513) 352-2370
	E-MAIL	joe.gray@cincinnati-oh.gov
5.3	PROJECT MANAGER	Don Gindling, PE
	TITLE	Principal Public Works Construction Engineer
	STREET	Room 450, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352-1518
	FAX	(513) 352-1581
	E-MAIL	don.gindling@cincinnati-oh.gov

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[ ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[ ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Scott Stiles, Assistant City Manager

Certifying Representative (Type or Print Name and Title)

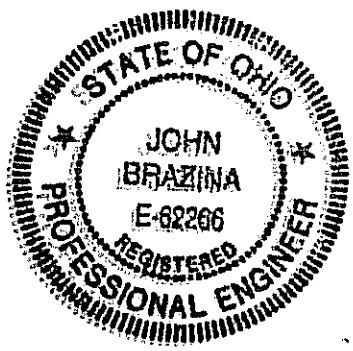
Scott Stiles 9/5/06

Signature/Date Signed

September 8, 2006

Subject: Vine Street Improvement – Nixon to Erkenbrecher
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is at least twenty (20) years.



(seal)

John Brazina, P.E.
Senior Engineer
City of Cincinnati

VINE STREET - Nixon to Erkenbrecher		
OPWC Round 21 2006		TOTAL

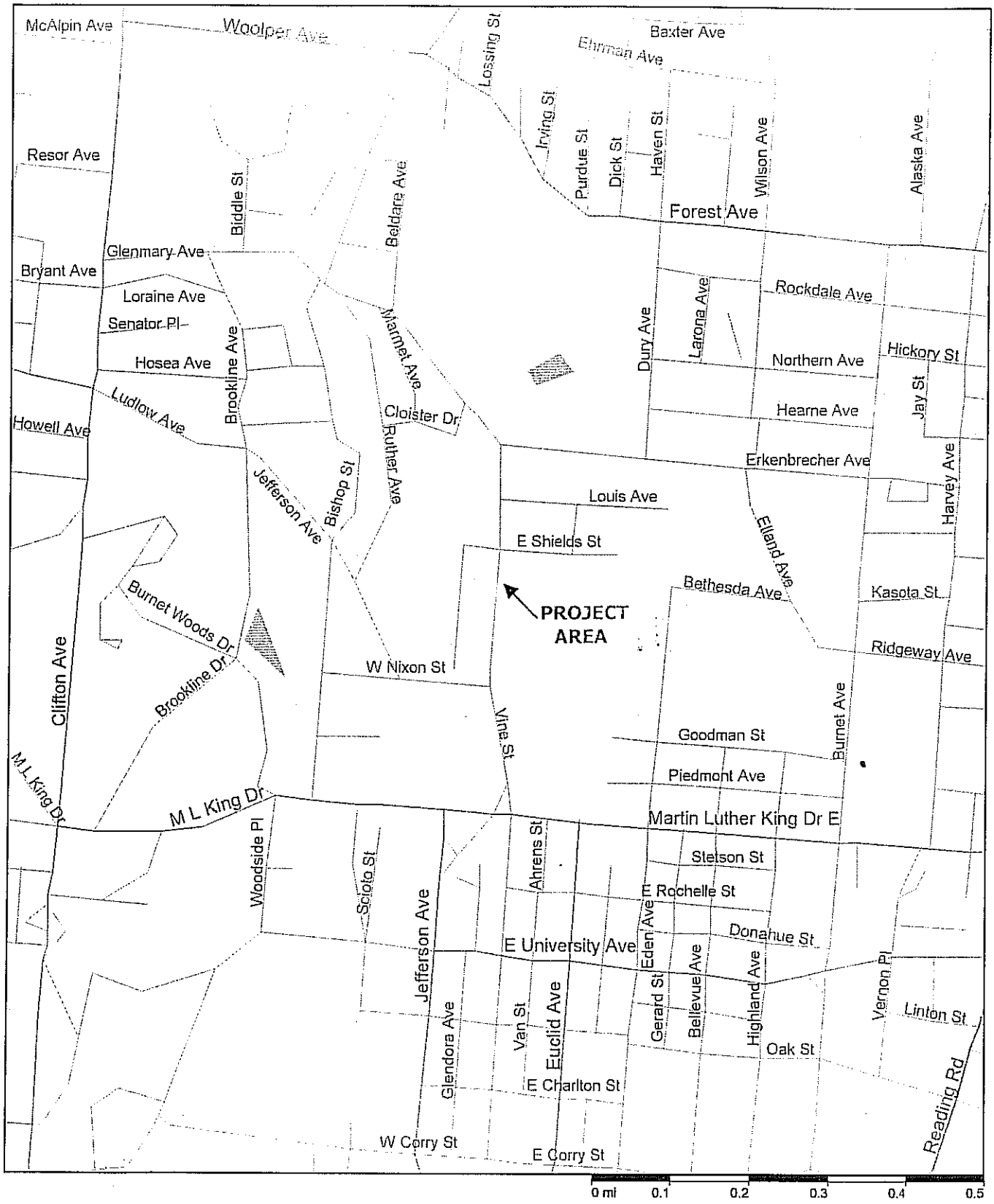
REF.	ITEM NO.	TOTAL	UNIT	DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
				ROADWAY ITEMS		
1	103.05	Lump	Sum	Contract Bond	$25,000.00	$25,000.00
2	Special	2	ea.	Project Signs	$500.00	$1,000.00
3	201	Lump	Sum	Clearing and Grubbing	$10,000.00	$10,000.00
4	202	260	l.f.	Fence Removed and Rused	$60.00	$15,600.00
5	202	5,900	s.y.	Concrete Pavement Removed	$10.00	$59,000.00
6	202	63	s.y.	Concrete Island Removed	$15.00	$937.50
7	202	1,000	l.f.	Pipe Removed	$10.00	$10,000.00
8	202	4	ea.	Inlet Removed	$300.00	$1,200.00
9	202	1	ea.	Inlet Abandoned	$300.00	$300.00
10	202	1	ea.	Manhole Abandoned	$500.00	$500.00
11	203	700	c.y.	Embankment	$25.00	$17,500.00
12	203	700	c.y.	Excavation	$20.00	$14,000.00
13	204	7,225	s.y.	Subgrade Compaction	$2.00	$14,450.00
14	204	40	hr.	Proof Rolling	$50.00	$2,000.00
15	304	1,200	c.y.	Aggregate Base	$40.00	$48,000.00
16	305	7,225	s.y.	Concrete Base	$40.00	$289,000.00
17	448	300	c.y.	Asphalt Concrete Intermediate Course, Type 1	$125.00	$37,500.00
18	448	300	c.y.	Asphalt Concrete Surface Course, Type 1	$125.00	$37,500.00
19	603	50	l.f.	Reestablish Sanitary Lateral Connection	$100.00	$5,000.00
20	603	125	l.f.	12" Conduit, Type H	$100.00	$12,500.00
21	603	300	l.f.	18" Conduit, Type B	$100.00	$30,000.00
22	603	250	l.f.	24" Conduit, Type B	$100.00	$25,000.00
23	603	175	l.f.	30" Conduit, Type B	$250.00	$43,750.00
24	603	175	l.f.	36" Conduit, Type B	$350.00	$61,250.00
25	604	6	ea.	Manhole	$3,500.00	$19,250.00
26	604	13	ea.	Combination Inlet Manhole (CIMH)	$2,500.00	$32,500.00
27	604	1	ea.	Ditch Inlet (DI)	$1,600.00	$1,600.00
28	604	2	ea.	Double Gutter Inlet (DGI)	$2,000.00	$4,000.00
29	604	1	ea.	Manhole Reconstructed to Grade	$1,000.00	$1,000.00
30	604	3	ea.	Manhole Adjusted to Grade Without Adjusting Rings	$500.00	$1,500.00
31	604	2	ea.	Double Gutter Inlet (DGI) Adjusted to Grade	$500.00	$1,000.00
32	605	2,600	l.f.	4 Inch Shallow Pipe Underdrain	$5.00	$13,000.00
33	608	13,000	s.f.	Concrete Walk, 5 Inches	$6.50	$84,500.00
34	608	500	s.f.	Curb Ramp	$10.00	$5,000.00
35	608	100	s.f.	Detectable Warning, Type B	$10.00	$1,000.00
36	608	100	s.f.	Detectable Warning, Type O	$10.00	$1,000.00
37	609	2,600	l.f.	Concrete Curb	$20.00	$52,000.00
38	614	Lump	Sum	Maintaining Traffic	$60,000.00	$60,000.00
39	616	25	mgal	Water (Dust Control)	$10.00	$250.00
40	619	Lump	Sum	Field Office, Type A	$2,500.00	$2,500.00
41	627	2,000	s.f.	Concrete Driveway	$8.00	$16,000.00
42	627	1,000	s.f.	Asphaltic Concrete Surface Driveway, 2 Inches	$10.00	$10,000.00
43	628	250	l.f.	Sawing Concrete	$3.00	$750.00
44	Special	50	s.f.	Retaining Wall	$500.00	$25,000.00
45	Special	1	ea.	Traffic Signal	$100,000.00	$100,000.00
46	Special	Lump	Sum	Signing and Striping	$17,500.00	$17,500.00
47	Special	9	ea.	Street Lighting	$8,000.00	$72,000.00
48	659	1,150	s.y.	Seeding and Mulching with Topsoil	$5.00	$5,750.00
49	712.09	7,225	s.y.	Geotextile Fabric, Type D	$3.00	$21,675.00
50	1125	5	ea.	Restting Existing Valve Box Complete	$150.00	$750.00
51	Special	5	ea.	Furnish and Install Valve Box Casting	$250.00	$1,250.00
52	1132	7	ea.	Furnishing and Installing Curb and Roadway Box	$250.00	$1,750.00

TOTAL	$1,313,512.50
10% CONTINGENCY	$131,351.25
TOTAL ESTIMATED CONSTRUCTION COST	**$1,444,863.75**
USE	**$1,450,000.00**

STATE OF OHIO
JOHN BRAZINA
EXPIRES
REGISTERED
PROFESSIONAL ENGINEER

John S. Brazina, P.E.

VINE ST. WIDENING
NIXON ST. - ERKENBRECHER AVE.



City of Cincinnati

Department of Finance

Suite 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone (513) 352-3731
Fax (513) 352-2370

Joe Gray
Director

September 8, 2006

W. Laurence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215-4213

Re: **Status of Funds for Local Share**
Round 21 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following Round 21 SCIP/LTIP Projects are recommended by the City Manager for funding in the City's Capital Improvement Program:

STREET IMPROVEMENT PROJECTS (2)

Vine Street – Nixon Street to Erkenbrecher Avenue
Widen Vine Street between Nixon Street and Erkenbrecher Avenue to improve traffic safety, capacity, and to provide bicycle travel lanes. Improvements are also included for the Vine Street/Erkenbrecher Avenue intersection.

HAM-US 27-6.49 (Colerain Avenue/West Fork Road/Virginia Avenue Intersection Improvement)
Upgrade the intersection of Colerain Avenue, West Fork Road, and Virginia Avenue to improve safety and capacity. Also realign the intersection of Chase Avenue and Virginia Avenue to improve safety and capacity.

BRIDGE REPLACEMENT PROJECT

Center Hill Avenue Bridge over the Mill Creek
Replace the deteriorated bridge over the Mill Creek with a modern structure meeting current standards.

BRIDGE RECONSTRUCTION PROJECT

Eighth Street Viaduct
Reconstruct portions of this deteriorated viaduct structure and replace two separate bridges at the west end of the Viaduct over the B&O railroad tracks. Reconstruct intersection with Burns Street.

STREET IMPROVEMENT / BRIDGE REPLACEMENT PROJECT

Spring Grove Avenue / Clifton Avenue Bridge Improvements
Replace existing Clifton Avenue Bridge over the Mill Creek with a new wider structure. Widen Clifton Avenue to permit a southbound left turn lane onto Kenard Avenue. Realign curbs and reconstruct signals on Spring Grove Avenue between Winton Road and Clifton Avenue to provide a safer, less confusing corridor.

The City Manager is committed to including the local funding needed to complete the project financing in the City's Capital Improvement Program. Sources of local funding for the City's Capital Improvement Program include dedicated revenue from the City's Earnings Tax, Southern Railway Lease proceeds, Bond proceeds, and Municipal Road funds. Additional funding has been committed by the Ohio Department of Transportation.

If you have any questions or need additional information regarding project financing, please contact me at (513) 352-6275.

Sincerely,

Joe Gray, Acting Director
Department of Finance

cc: Scott Stiles, Assistant City Manager
Joe Gray, Acting Director, Finance
Eileen Enabnit, Director, Transportation and Engineering
Steve Bailey, Acting Director, Public Services
Lea Carroll, Manager, Budget and Evaluation
Michael Moore, Transportation and Engineering
Martha Kelly, Transportation and Engineering
Don Rosemeyer, Transportation and Engineering

COUNCIL OF THE CITY OF CINCINNATI

STATE OF OHIO

OFFICE OF THE CLERK OF COUNCIL

I HEREBY CERTIFY that the foregoing transcript is correctly copied from the books, papers and journals of the City of Cincinnati, State of Ohio, kept under authority and by the direction of the Council thereof.

ORDINANCE 0300-2006 passed by the Council of the City of Cincinnati at their session on October 25, 2006 entitled:

ORDINANCE (EMERGENCY) submitted by Milton Dohoney, Jr., City Manager, on 10/18/2006, authorizing the City Manager to apply for and accept bridge replacement, bridge reconstruction, and street improvement funding grants, and water supply facility improvement loans and loan assistance from the State of Ohio Public Works Commission, in the approximate amount of $14,640,000.00 and to execute any agreements necessary for the receipt and administration of said grants, loans, and loan assistance.

IN TESTIMONY WHEREOF I have

hereunto set my name and affixed

the seal of the Clerk of Council

Office this 2nd day of

November in the year Two Thousand and Six

Robert A. Neely, II
Deputy Clerk

EMERGENCY

City of Cincinnati

An Ordinance No. 300 - 2006

DWJAM/PBK

AUTHORIZING the City Manager to apply for and accept bridge replacement, bridge reconstruction, and street improvement funding grants, and water supply facility improvement loans and loan assistance from the State of Ohio Public Works Commission, in the approximate amount of $14,640,000.00, and to execute any agreements necessary for the receipt and administration of said grants, loans, and loan assistance.

WHEREAS, the State Capital Improvement Program, the Local Transportation Improvement Program, and the State Revolving Loan Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required $5,620,400.00 in matching City funds for Program Year 2007, for two (2) street improvement projects, namely Vine Street from Nixon Street to Erkenbrecher Avenue, and the Colerain/West Fork/Virginia Intersection Improvement (HAM-27-6.49); one (1) street improvement/bridge replacement project, namely Spring Grove Avenue/Clifton Avenue Bridge Improvement; one (1) bridge replacement project, namely Center Hill Avenue Bridge over Millcreek; one (1) bridge reconstruction project, namely Eighth Street Viaduct; one (1) water main rehabilitation project, namely Gest Street Clean and Line Water Main project; and one (1) loan assistance application for the Countywide Water Main Replacement Project – Phase V; and now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants, loan assistance, and loans at an interest rate acceptable to the City of Cincinnati Director of Finance in the approximate amount of $14,640,000.00 for funding two (2) street improvement projects, namely Vine Street from Nixon Street to Erkenbrecher Avenue, and the Colerain/West Fork/Virginia Intersection Improvement (HAM-27-6.49); one (1) street improvement/bridge replacement

project, namely Spring Grove Avenue/Clifton Avenue Bridge Improvement; one (1) bridge replacement project, namely Center Hill Avenue Bridge over Millcreek; one (1) bridge reconstruction project, namely Eighth Street Viaduct; one (1) water main rehabilitation project, namely Gest Street Clean and Line Water Main project; and one (1) loan assistance application for the Countywide Water Main Replacement Project – Phase V.

Section 2. That the City Manager is hereby authorized to accept such grants, loan assistance, and loans at an interest rate acceptable to the City of Cincinnati Director of Finance, if awarded by the Ohio Public Works Commission.

Section 3. That the City Manager is hereby authorized to execute such agreements and other documents as may required by the State for receipt and administration of the above grants, loan assistance, and loans.

Section 4. That, if the Ohio Public Works Commission approves the credit enhancements and loans, the Director of Finance is hereby directed to deposit said funds in the appropriate account. The Director of Finance is further authorized to disburse said funds upon receipt of the proper vouchers.

Section 5. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to ensure acceptance of the grant applications and to ensure proper funding mechanisms are in place at the earliest possible time.

Passed: October 25, 2006

Mayor

Attest: Clerk

I HEREBY CERTIFY THAT ORDINANCE NO. 300-06
WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 11-7-06

Clerk of Council

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Vine Street – Nixon to Erkenbrecker** project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.

Stephen I. Niemeier, P.E.
Principal Traffic Engineer

SR05000854	CLOSED	01/06/2005	PUB SERV	EMERGENCY SERVICE	Pothole, repair haz
SR05000868	CLOSED	01/06/2005	PUB SERV	ASPHALT	Pothole, repair
SR05002215	CLOSED	01/11/2005	PUB SERV	EMERGENCY SERVICE	Pothole, repair haz
SR05008517	CLOSED	02/09/2005	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR05013833	CLOSED	03/11/2005	DOTE	DT-T-TRFFCPRTNS	Sign, new/change
SR05029057	CLOSED	05/23/2005	PUB SERV	NOD ROW MAINTENANCE	Dead animal, 1st shift public
SR05030510	CLOSED	05/30/2005	PUB SERV	NOD ROW MAINTENANCE	Dead animal, 2nd shift public
SR05052245	CLOSED	09/12/2005	PUB SERV	STREET CLEANING	Street cleaning, row 3rd
SR06003439	CLOSED	01/18/2006	PUB SERV	WINTER OPERATIONS	Slippery streets, request
SR06017646	CLOSED	03/10/2006	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR06081126	CLOSED	06/26/2006	PARKS	URBAN FORESTRY	Tree, reg. hrs or during storm

3

3

3200 VINE ST CINC 5

SR04010866	CLOSED	12/08/2004	PUB SERV	GRAFFITI	Graffiti, removal
SR05001858	CLOSED	01/10/2005	HEALTH	HEALTH-LITTER	Mud, tracking of mud
SR05008748	CLOSED	02/11/2005	PUB SERV	TRAFFIC AIDS	Sign, down reg hrs
SR05033505	CLOSED	06/12/2005	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR06093575	CLOSED	08/17/2006	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair

SR04011000	CLOSED	12/09/2004	PUB SERV	ASPHALT	Street, general repair
SR05001831	CLOSED	01/10/2005	PUB SERV	ASPHALT	Pothole, repair
SR05005900	CLOSED	01/26/2005	PUB SERV	EMERGENCY SERVICE	Pothole, repair haz
SR05006231	CLOSED	01/28/2005	PUB SERV	ASPHALT	Pothole, repair
SR05006785	CLOSED	02/01/2005	PUB SERV	ASPHALT	Pothole, repair
SR05008385	CLOSED	02/09/2005	PUB SERV	ASPHALT	Pothole, repair
SR05027202	CLOSED	05/13/2005	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR05031054	CLOSED	06/01/2005	DOTE	DT-T-TRFFCPRTNS	Pavement markings TOS
SR05031806	CLOSED	06/04/2005	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR05035455	CLOSED	06/20/2005	PUB SERV	EMERGENCY SERVICE	Sidewalk, repair haz
SR05036827	CLOSED	06/27/2005	PUB SERV	NOD ROW MAINTENANCE	Dead animal, 1st shift private
SR05051327	CLOSED	09/07/2005	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR05057453	CLOSED	10/10/2005	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR06009501	CLOSED	02/06/2006	PUB SERV	Special Collections	Yard Waste, Special Collection
SR06015039	CLOSED	03/01/2006	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR06064527	SECURE	04/21/2006	DOTE	DOTE-TE-ELECTRICAL DESIGN	Signal, change request traffic
SR06064577	CLOSED	04/21/2006	DOTE	DOTE-TE-ELECTRICAL DESIGN	Signal, change request traffic
SR06069603	CLOSED	05/10/2006	PUB SERV	PS- PROP MNTNCE DEPT PROP	Tall grass/weeds, PS property
SR06069605	CLOSED	05/10/2006	PARKS	URBAN FORESTRY	Tree, reg. hrs or during storm
SR06077754	CLOSED	06/13/2006	PUB SERV	PS- PROP MNTNCE DEPT PROP	Tall grass/weeds, PS property
SR06091833	NEW	08/10/2006	PUB SERV	TRAFFIC AIDS	Sign, street sign faded
SR06094058	CLOSED	08/21/2006	PUB SERV	ASPHALT	Pothole, repair

3269 VINE ST CINC

SR04019045	CLOSED	01/03/2005	PUB SERV	ASPHALT	Pothole, repair
SR05003832	CLOSED	01/18/2005	PUB SERV	NOD ROW MAINTENANCE	Dead animal, 1st shift public
SR05024045	CLOSED	05/02/2005	PUB SERV	TRAFFIC AIDS	Sign, down after hrs
SR05035023	CLOSED	06/17/2005	PUB SERV	ASPHALT	Pothole, repair
SR05045109	CLOSED	08/05/2005	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR05046582	CLOSED	08/12/2005	PUB SERV	ASPHALT	Pothole, repair
SR06051807	CLOSED	04/04/2006	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair

3

3

3400 VINE ST CINC

SR05001176	CLOSED	01/06/2005	PUB SERV	ASPHALT	Pothole, repair
SR05001360	CLOSED	01/07/2005	PUB SERV	EMERGENCY SERVICE	Pothole, repair haz
SR05001568	CLOSED	01/08/2005	PUB SERV	ASPHALT	Pothole, repair
SR05001765	CLOSED	01/10/2005	PUB SERV	ASPHALT	Pothole, repair
SR05003812	CLOSED	01/18/2005	DOTE	DOTE-TE-ELECTRICAL DESIGN	Light, street light new
SR05014313	CLOSED	03/15/2005	PUB SERV	ASPHALT	Pothole, repair
SR05016955	CLOSED	03/28/2005	DOTE	DOTE-TE-ELECTRICAL DESIGN	Signal, new traffic
SR05018009	CLOSED	04/01/2005	DOTE	DT-T-TRFFCPRTNS	Sign, new/change
SR05019284	CLOSED	04/08/2005	DOTE	DT-T-TRFFCPRTNS	Sign, TOS new/change
SR05030790	CLOSED	05/31/2005	DOTE	DT-T-TRFFCPRTNS	Sign, TOS new/change
SR05052638	CLOSED	09/13/2005	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR05052672	CLOSED	09/14/2005	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR05053815	CLOSED	09/20/2005	PUB SERV	EMERGENCY SERVICE	Street plates, move/replace
SR05057454	CLOSED	10/10/2005	PUB SERV	TRAFFIC SERVICES BUREAU	Sign, overhd repair
SR05057723	CLOSED	10/11/2005	DOTE	DT-T-TRFFCPRTNS	Sign, crosswalk sign new
SR05059042	INPROGRS	10/19/2005	DOTE	DOTE-TE-ELECTRICAL DESIGN	Signal, EDS veh progrs/sig tim
SR05060568	CLOSED	10/29/2005	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR06020315	CLOSED	03/21/2006	PUB SERV	ASPHALT	Curbs, repair
SR06057594	ABAT-OW	03/17/2005	BUILD	BUILD-General Building Inspection	Building, elec prmit- NEW or C
SR06072543	NEW	05/23/2006	BUILD	BUILD-GBI, EXISTING	Building, elec prmit- NEW or C
SR06072545	NEW	05/23/2006	BUILD	BUILD-GBI, EXISTING	Building, elec prmit- NEW or C
SR06072839	CLOSED	05/24/2006	DOTE	DOTE-TE-ELECTRICAL DESIGN	Signal, change request traffic
SR06079321	NEW	06/19/2006	BUILD	BUILD-GBI, EXISTING	Build, permit vio dur const NC
SR06092187	CLOSED	08/11/2006	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair

SR05062545	CLOSED	11/10/2005	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR05066982	CLOSED	12/09/2005	CWW	CWW DEFAULT	Default, CWW
SR05067312	CLOSED	12/10/2005	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR05068592	CLOSED	12/20/2005	PUB SERV	WINTER OPERATIONS	Slippery streets, request
SR06006130	CLOSED	01/26/2006	PUB SERV	ASPHALT	Pothole, repair
SR06008654	CLOSED	02/02/2006	DOTE	DOTE-TE-ELECTRICAL DESIGN	Street Lights, new/change
SR06011576	CLOSED	02/15/2006	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR06018132	CLOSED	03/13/2006	PUB SERV	TRAFFIC SERVICES BUREAU	Signal, traf/ped/school repair
SR06021256	NEW	03/24/2006	PUB SERV	TRAFFIC AIDS	Sign, street sign faded
SR06093886	NEW	08/19/2006	PUB SERV	TRAFFIC AIDS	Sign, street sign faded

3431 VINE ST CINC

SR04010630	CLOSED	12/07/2004	PUB SERV	Special Collections	Metal Furniture, Spec Collectn
SR05000332	CLOSED	01/04/2005	PUB SERV	EMERGENCY SERVICE	Pothole, repair haz
SR05043432	CLOSED	07/27/2005	PUB SERV	Special Collections	Metal Furniture, Spec Collectn
SR05049160	CLOSED	08/25/2005	PUB SERV	CLLCTNSSRVCRCRDNTRS	Trash, request for collection
SR05056912	CLOSED	10/06/2005	PUB SERV	CLLCTNSSRVCRCRDNTRS	Trash, request for collection
SR05066223	CLOSED	12/06/2005	CWW	CWW DEFAULT	Default, CWW
SR05066317	CLOSED	12/07/2005	PUB SERV	WINTER OPERATIONS	Slippery streets, request haz
SR06005924	CLOSED	01/25/2006	PUB SERV	RECYCLING	Recycling, bin request
SR06080089	CLOSED	06/22/2006	PUB SERV	CLLCTNSSRVCRCRDNTRS	Trash, request for collection
SR06081973	CLOSED	06/29/2006	PUB SERV	CLLCTNSSRVCRCRDNTRS	Trash, request for collection

Infrastructure Safety/Health Data

Segment

ROADWAY ~~MIDBLOCK~~ SUMMARY
DIVISION OF TRAFFIC ENGINEERING
CITY OF CINCINNATI

Roadway VINE STREET from NIXON to ERKENBRECHER

Prepared by Date 9/7/2006

Year	Total	Injury	Pedestrian	Right Angle	Rear End	Sideswipe	Fixed Object	Parked	Backing	Head-On	Other

Comments: REFER TO ATTACHED DATA: 74 TOTAL ACCIDENTS IN 2 YEARS

Accident Rate = No. Acc x 1,000,000 / Miles x ADT x Years x 365 = 74 x 1,000,000 / .42 x 24,106 x 2 x 365 = 10.01 Accidents / million vehicle miles

ACCIDENTNO	Street	Address	Event Description	ConditionDes	WeatherDesc	staddr	PrivateProperty
4040471	VINE ST	3100	Rear-End			3100 VINE ST	FALSE
4053832	VINE ST	3100	Rear-End		Rain	3100 VINE ST	FALSE
4040137	VINE ST	3100	Rear-End			3100 VINE ST	FALSE
4051707	VINE ST	3100	Rear-End		Clear	3100 VINE ST	FALSE
4061621	VINE ST	3100	Fixed Object		Clear	3100 VINE ST	FALSE
4042918	VINE ST	3100	Angle		Clear	3100 VINE ST	FALSE
4053436	VINE ST	3100	Parked Motor Veh		Clear	3100 VINE ST	FALSE
4042595	VINE ST	3100	Rear-End			3100 VINE ST	FALSE
5050210	VINE ST	3101	Rear-End		Cloudy	3101 VINE ST	FALSE
5042756	VINE ST	3101	Sideswipe Passing			3101 VINE ST	FALSE
5061148	VINE ST	3101	Rear-End		Clear	3101 VINE ST	FALSE
4053973	VINE ST	3102	Rear-End		Rain	3102 VINE ST	FALSE
4041861	VINE ST	3110	Rear-End			3110 VINE ST	FALSE
4060878	VINE ST	3120	Rear-End		Clear	3120 VINE ST	FALSE
4044633	VINE ST	3150	Rear-End		Clear	3150 VINE ST	FALSE
4051688	VINE ST	3180	Rear-End		Cloudy	3180 VINE ST	FALSE
5042186	VINE ST	3197	Rear-End			3197 VINE ST	FALSE
4042765	VINE ST	3198	Rear-End		Clear	3198 VINE ST	FALSE
4051805	VINE ST	3198	Rear-End		Clear	3198 VINE ST	FALSE
5060803	VINE ST	3199	Rear-End		Clear	3199 VINE ST	FALSE
4042981	VINE ST	3200	Rear-End		Clear	3200 VINE ST	FALSE
4051752	VINE ST	3200	Sideswipe Passing		Clear	3200 VINE ST	FALSE
4040529	VINE ST	3200	Rear-End			3200 VINE ST	FALSE
4040648	VINE ST	3200	Rear-End			3200 VINE ST	FALSE
4042880	VINE ST	3200	Angle		Clear	3200 VINE ST	FALSE
4043211	VINE ST	3200	Rear-End		Clear	3200 VINE ST	FALSE
4041328	VINE ST	3200	Sideswipe Passing			3200 VINE ST	FALSE
4041363	VINE ST	3200	Rear-End			3200 VINE ST	FALSE
4041548	VINE ST	3200	Sideswipe Passing			3200 VINE ST	FALSE
4041744	VINE ST	3200	Rear-End			3200 VINE ST	FALSE
4042515	VINE ST	3200	Rear-End			3200 VINE ST	FALSE
4042467	VINE ST	3200	Angle			3200 VINE ST	FALSE
4044489	VINE ST	3200	Sideswipe Passing		Clear	3200 VINE ST	FALSE
5042032	VINE ST	3200	Rear-End			3200 VINE ST	FALSE
5041783	VINE ST	3201	Rear-End			3201 VINE ST	FALSE
4050130	VINE ST	3202	Angle		Cloudy	3202 VINE ST	FALSE
4043638	VINE ST	3208	Rear-End		Clear	3208 VINE ST	FALSE
4044659	VINE ST	3210	Parked Motor Veh		Clear	3210 VINE ST	FALSE
5061581	VINE ST	3213	Backing		Rain	3213 VINE ST	FALSE
5053321	VINE ST	3217	Parked Motor Veh		Cloudy	3217 VINE ST	FALSE
5050470	VINE ST	3227	Sideswipe Meeting		Clear	3227 VINE ST	FALSE
5050289	VINE ST	3227	Parked Motor Veh			3227 VINE ST	FALSE
5061484	VINE ST	3233	Rear-End		Clear	3233 VINE ST	FALSE
5051508	VINE ST	3235	Rear-End		Clear	3235 VINE ST	FALSE
4050591	VINE ST	3241	Angle		Clear	3241 VINE ST	FALSE
5053016	VINE ST	3243	Parked Motor Veh		Unknown	3243 VINE ST	FALSE
5042782	VINE ST	3247	Angle			3247 VINE ST	FALSE
5042276	VINE ST	3249	Backing			3249 VINE ST	FALSE
5050769	VINE ST	3253	Fixed Object		Clear	3253 VINE ST	FALSE
4040201	VINE ST	3254	Pedestrian			3254 VINE ST	FALSE
5053458	VINE ST	3257	Parked Motor Veh		Clear	3257 VINE ST	FALSE
5061742	VINE ST	3265	Sideswipe Passing		Clear	3265 VINE ST	FALSE
4043439	VINE ST	3266	Sideswipe Passing		Clear	3266 VINE ST	FALSE
5061438	VINE ST	3287	Rear-End		Rain	3287 VINE ST	FALSE
4050599	VINE ST	3300	Rear-End		Clear	3300 VINE ST	FALSE
4041132	VINE ST	3300	Sideswipe Passing			3300 VINE ST	FALSE
4042507	VINE ST	3300	Sideswipe Passing			3300 VINE ST	FALSE
4053371	VINE ST	3314	Rear-End		Clear	3314 VINE ST	FALSE
4051608	VINE ST	3330	Rear-End		Clear	3330 VINE ST	FALSE
4051855	VINE ST	3332	Parked Motor Veh		Clear	3332 VINE ST	FALSE
4043023	VINE ST	3332	Fixed Object		Clear	3332 VINE ST	FALSE
4050411	VINE ST	3333	Parked Motor Veh		Clear	3333 VINE ST	FALSE
4041504	VINE ST	3336	Angle			3336 VINE ST	FALSE
4052194	VINE ST	3336	Rear-End		Cloudy	3336 VINE ST	FALSE
4060292	VINE ST	3336	Angle		Clear	3336 VINE ST	FALSE
4053391	VINE ST	3344	Sideswipe Passing		Cloudy	3344 VINE ST	FALSE
5053342	VINE ST	3395	Rear-End		Clear	3395 VINE ST	FALSE
5053589	VINE ST	3399	Sideswipe Passing		Clear	3399 VINE ST	FALSE
4041149	VINE ST	3400	Parked Motor Veh			3400 VINE ST	TRUE
4061711	VINE ST	3400	Rear-End		Rain	3400 VINE ST	FALSE
4061242	VINE ST	3400	Sideswipe Passing		Clear	3400 VINE ST	FALSE
4061588	VINE ST	3400	Parked Motor Veh		Clear	3400 VINE ST	TRUE
4061656	VINE ST	3400	Rear-End		Cloudy	3400 VINE ST	FALSE
4053781	VINE ST	3400	Sideswipe Passing		Cloudy	3400 VINE ST	TRUE

Existing - AM- 2006

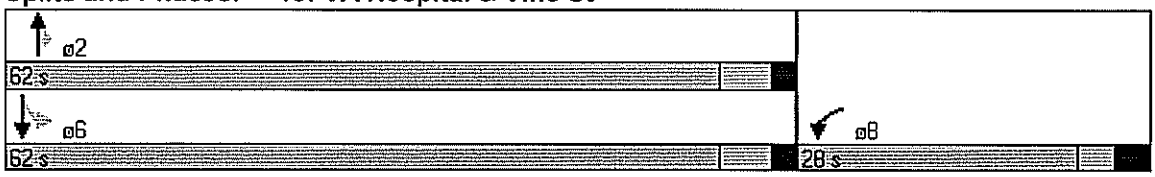
10: VA Hospital & Vine St

Lanes, Volumes, Timings

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	9	9	9	9
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		20	0	
Storage Lanes	1	0		1	0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)	15	9		9	15	
Satd. Flow (prot)	1770	0	1676	1425	0	1666
Flt Perm.	0.950					0.917
Satd. Flow (perm)	1770	0	1676	1425	0	1537
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				97		
Volume (vph)	69	0	249	115	94	631
Confl. Peds. (#/hr)	16	10				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Lane Group Flow (vph)	77	0	277	128	0	805
Turn Type				Perm	Perm	
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phases	8		2	2	6	6
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	22.0		22.0	22.0	22.0	22.0
Total Split (s)	28.0	0.0	62.0	62.0	62.0	62.0
Total Split (%)	31%	0%	69%	69%	69%	69%
Yellow Time (s)	3.0		4.0	4.0	4.0	4.0
All-Red Time (s)	3.0		2.0	2.0	2.0	2.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	Max	Max
Lane Grp Cap (vph)	492		1099	968		1008
v/s Ratio Prot	0.04		0.17			
v/s Ratio Perm				0.09		0.52
Critical LG?	Yes					Yes
Act Effct Green (s)	25.0		59.0	59.0		59.0
Actuated g/C Ratio	0.28		0.66	0.66		0.66
v/c Ratio	0.16		0.25	0.13		0.80
Uniform Delay, d1	24.5		6.4	1.3		11.2
Percentile Delay	25.0		6.6	2.0		13.2
Percentile LOS	C		A	A		B

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 67 (74%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.57
Intersection v/c Ratio: 0.61
Intersection Percentile Signal Delay: 11.3
Intersection Percentile LOS: B

Splits and Phases: 10: VA Hospital & Vine St



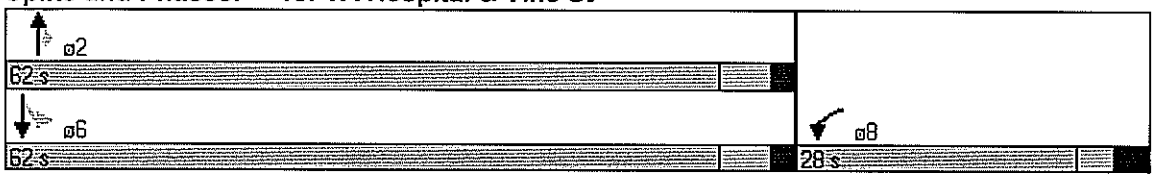
Existing - AM- 2026

Lanes, Volumes, Timings

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	9	9	9	9
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		20	0	
Storage Lanes	1	0		1	0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)	15	9		9	15	
Satd. Flow (prot)	1770	0	1676	1425	0	1666
Flt Perm.	0.950					0.857
Satd. Flow (perm)	1770	0	1676	1425	0	1437
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				97		
Volume (vph)	103	0	370	171	140	938
Confl. Peds. (#/hr)	16	10				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Lane Group Flow (vph)	114	0	411	190	0	1198
Turn Type				Perm	Perm	
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phases	8		2	2	6	6
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	22.0		22.0	22.0	22.0	22.0
Total Split (s)	28.0	0.0	62.0	62.0	62.0	62.0
Total Split (%)	31%	0%	69%	69%	69%	69%
Yellow Time (s)	3.0		4.0	4.0	4.0	4.0
All-Red Time (s)	3.0		2.0	2.0	2.0	2.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	Max	Max
Lane Grp Cap (vph)	492		1099	968		942
v/s Ratio Prot	0.06		0.25			
v/s Ratio Perm				0.13		0.83
Critical LG?	Yes					Yes
Act Effct Green (s)	25.0		59.0	59.0		59.0
Actuated g/C Ratio	0.28		0.66	0.66		0.66
v/c Ratio	0.23		0.37	0.20		1.27
Uniform Delay, d1	25.1		7.1	2.8		15.5
Percentile Delay	25.6		7.3	3.1		127.7
Percentile LOS	C		A	A		F

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 67 (74%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 120
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.90
Intersection v/c Ratio: 0.96
Intersection Percentile Signal Delay: 83.4
Intersection Percentile LOS: F

Splits and Phases: 10: VA Hospital & Vine St



Proposed - AM - 2026

10: VA Hospital & Vine St

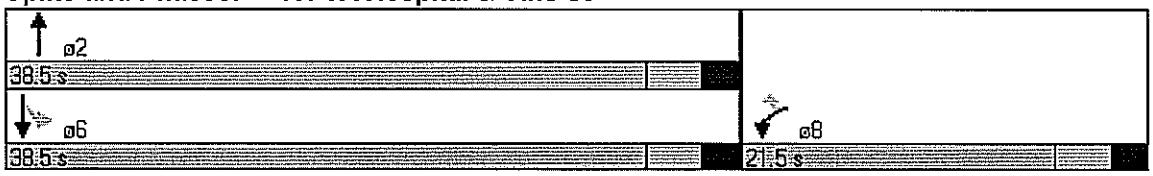
Baseline 09/05/2006

Lanes, Volumes, Timings

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↑↑↱		↰	↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	75	
Storage Lanes	1	1		0	1	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Satd. Flow (prot)	1711	1531	3260	0	1711	3421
Flt Perm.	0.950				0.398	
Satd. Flow (perm)	1711	1522	3260	0	717	3421
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		41	190			
Volume (vph)	103	37	370	171	140	938
Confl. Peds. (#/hr)	16	10				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Lane Group Flow (vph)	114	41	601	0	156	1042
Turn Type		Perm			Perm	
Protected Phases	8		2			6
Permitted Phases		8			6	
Detector Phases	8	8	2		6	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	21.5	21.5	21.5		21.5	21.5
Total Split (s)	21.5	21.5	38.5	0.0	38.5	38.5
Total Split (%)	36%	36%	64%	0%	64%	64%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max		Max	Max
Lane Grp Cap (vph)	528	498	2006		424	2024
v/s Ratio Prot	0.07		0.18			0.30
v/s Ratio Perm		0.03			0.22	
Critical LG?	Yes					Yes
Act Effct Green (s)	18.5	18.5	35.5		35.5	35.5
Actuated g/C Ratio	0.31	0.31	0.59		0.59	0.59
v/c Ratio	0.22	0.08	0.30		0.37	0.51
Uniform Delay, d1	15.4	0.0	3.9		6.4	7.2
Percentile Delay	15.8	5.9	4.1		7.1	7.4
Percentile LOS	B	A	A		A	A

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 24 (40%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.37
Intersection v/c Ratio: 0.41
Intersection Percentile Signal Delay: 6.8
Intersection Percentile LOS: A

Splits and Phases: 10: VA Hospital & Vine St

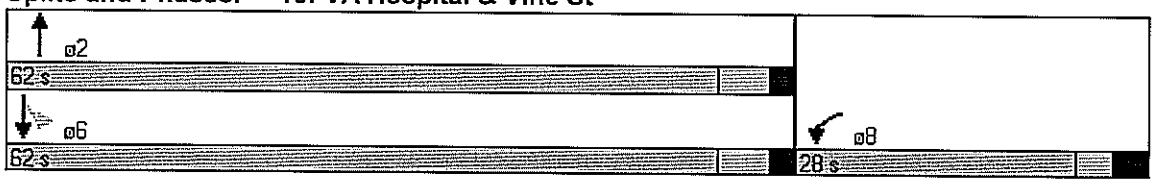


Lanes, Volumes, Timings

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	9	9	9	9
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50		50		50	50
Trailing Detector (ft)	0		0		0	0
Turning Speed (mph)	15	9		9	15	
Satd. Flow (prot)	1770	0	3157	0	0	1676
Flt Perm.	0.950					0.997
Satd. Flow (perm)	1770	0	3157	0	0	1671
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)			15			
Volume (vph)	71	0	809	51	3	622
Confl. Peds. (#/hr)	2	8		10	10	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Lane Group Flow (vph)	79	0	956	0	0	694
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phases	8		2		6	6
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	22.0		22.0		22.0	22.0
Total Split (s)	28.0	0.0	62.0	0.0	62.0	62.0
Total Split (%)	31%	0%	69%	0%	69%	69%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	3.0		2.0		2.0	2.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Coord		Coord	Coord
Lane Grp Cap (vph)	216		2564			1355
v/s Ratio Prot	0.04		0.30			
v/s Ratio Perm						0.42
Critical LG?	Yes					Yes
Act Effct Green (s)	12.1		74.8			74.8
Actuated g/C Ratio	0.13		0.83			0.83
v/c Ratio	0.33		0.36			0.50
Uniform Delay, d1	36.3		2.2			2.7
Percentile Delay	34.6		1.8			1.9
Percentile LOS	C		A			A

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 67 (74%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.46
Intersection v/c Ratio: 0.49
Intersection Percentile Signal Delay: 3.4
Intersection Percentile LOS: A

Splits and Phases: 10: VA Hospital & Vine St

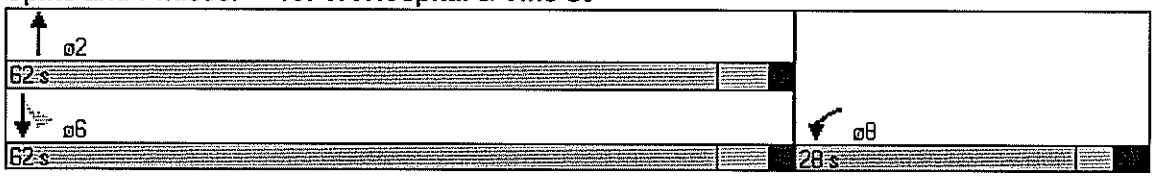


Lanes, Volumes, Timings

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰		↑↑↱			↰↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	9	9	9	9
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50		50		50	50
Trailing Detector (ft)	0		0		0	0
Turning Speed (mph)	15	9		9	15	
Satd. Flow (prot)	1770	0	3157	0	0	1676
Flt Perm.	0.950					0.995
Satd. Flow (perm)	1770	0	3157	0	0	1668
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)			15			
Volume (vph)	106	0	1202	76	4	924
Confl. Peds. (#/hr)	2	8		10	10	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Lane Group Flow (vph)	118	0	1420	0	0	1031
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phases	8		2		6	6
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	22.0		22.0		22.0	22.0
Total Split (s)	28.0	0.0	62.0	0.0	62.0	62.0
Total Split (%)	31%	0%	69%	0%	69%	69%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	3.0		2.0		2.0	2.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Coord		Coord	Coord
Lane Grp Cap (vph)	248		2508			1323
v/s Ratio Prot	0.07		0.45			
v/s Ratio Perm						0.62
Critical LG?	Yes					Yes
Act Effct Green (s)	13.8		73.2			73.2
Actuated g/C Ratio	0.15		0.81			0.81
v/c Ratio	0.43		0.55			0.76
Uniform Delay, d1	35.6		3.4			5.0
Percentile Delay	33.7		3.7			4.8
Percentile LOS	C		A			A

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 67 (74%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.68
Intersection v/c Ratio: 0.73
Intersection Percentile Signal Delay: 5.5
Intersection Percentile LOS: A

Splits and Phases: 10: VA Hospital & Vine St

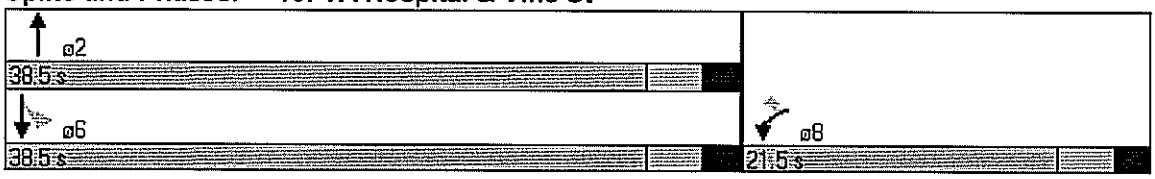


Lanes, Volumes, Timings

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	75	
Storage Lanes	1	1		0	1	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Satd. Flow (prot)	1711	1531	3390	0	1711	3421
Flt Perm.	0.950				0.113	
Satd. Flow (perm)	1711	1523	3390	0	203	3421
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		51	19			
Volume (vph)	106	73	1202	76	4	924
Confl. Peds. (#/hr)	2	8		10	10	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Lane Group Flow (vph)	118	81	1420	0	4	1027
Turn Type		Perm			Perm	
Protected Phases	8		2			6
Permitted Phases		8			6	
Detector Phases	8	8	2		6	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	21.5	21.5	21.5		21.5	21.5
Total Split (s)	21.5	21.5	38.5	0.0	38.5	38.5
Total Split (%)	36%	36%	64%	0%	64%	64%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max		Max	Max
Lane Grp Cap (vph)	528	505	2014		120	2024
v/s Ratio Prot	0.07		0.42			0.30
v/s Ratio Perm		0.05			0.02	
Critical LG?	Yes		Yes			
Act Effct Green (s)	18.5	18.5	35.5		35.5	35.5
Actuated g/C Ratio	0.31	0.31	0.59		0.59	0.59
v/c Ratio	0.22	0.16	0.71		0.03	0.51
Uniform Delay, d1	15.4	5.4	8.4		5.0	7.1
Percentile Delay	15.9	8.0	5.9		5.5	7.3
Percentile LOS	B	A	A		A	A

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 24 (40%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.49
Intersection v/c Ratio: 0.54
Intersection Percentile Signal Delay: 6.9
Intersection Percentile LOS: A

Splits and Phases: 10: VA Hospital & Vine St

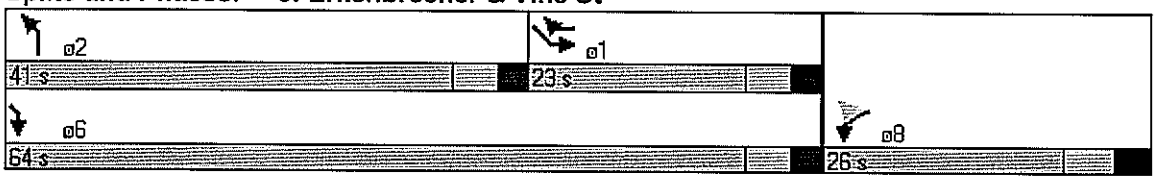


Lanes, Volumes, Timings

Lane Group	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	9	9	9	9
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	0	0	0	0
Storage Lanes	1	1	0	0	1	0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	10	15	35	9	15	35
Satd. Flow (prot)	1593	1425	3090	0	1593	2508
Flt Perm.	0.950		0.950		0.950	
Satd. Flow (perm)	1593	1425	3090	0	1593	2508
Right Turn on Red		Yes		Yes		Yes
Satd. Flow (RTOR)		36				259
Volume (vph)	254	520	965	0	124	233
Confl. Peds. (#/hr)	2		2			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%		0%	
Lane Group Flow (vph)	282	578	1072	0	138	259
Turn Type		Pm+Ov			Prot	
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phases	8	1	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	23.0	10.0	22.0		10.0	22.0
Total Split (s)	26.0	23.0	41.0	0.0	23.0	64.0
Total Split (%)	29%	26%	46%	0%	26%	71%
Yellow Time (s)	4.0	3.6	3.6		3.6	3.6
All-Red Time (s)	3.0	2.4	2.4		2.4	2.4
Lead/Lag		Lag	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Max	Max	Max		Max	Max
Lane Grp Cap (vph)	407	746	1305		354	1783
v/s Ratio Prot	0.18	0.17	0.35		0.09	0.10
v/s Ratio Perm		0.22				
Critical LG?		Yes	Yes			
Act Effct Green (s)	23.0	46.0	38.0		20.0	61.0
Actuated g/C Ratio	0.26	0.51	0.42		0.22	0.68
v/c Ratio	0.69	0.77	0.82		0.39	0.15
Uniform Delay, d1	30.3	16.5	23.0		29.8	0.0
Percentile Delay	32.2	18.9	25.4		30.5	0.7
Percentile LOS	C	B	C		C	A

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBL and 6:SER, Start of Green, Master Intersection
Natural Cycle: 65
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.74
Intersection v/c Ratio: 0.80
Intersection Percentile Signal Delay: 22.2
Intersection Percentile LOS: C

Splits and Phases: 3: Erkenbrecher & Vine St

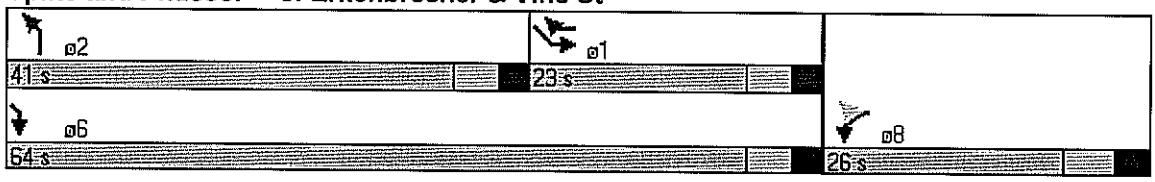


Lanes, Volumes, Timings

Lane Group	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	9	9	9	9
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	0	0	0	0
Storage Lanes	1	1	0	0	1	0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	10	15	35	9	15	35
Satd. Flow (prot)	1593	1425	3090	0	1593	2508
Flt Perm.	0.950		0.950		0.950	
Satd. Flow (perm)	1593	1425	3090	0	1593	2508
Right Turn on Red		Yes		Yes		Yes
Satd. Flow (RTOR)		6				220
Volume (vph)	377	773	1434	0	184	346
Confl. Peds. (#/hr)	2		2			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%		0%	
Lane Group Flow (vph)	419	859	1593	0	204	384
Turn Type		Pm+Ov			Prot	
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phases	8	1	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	23.0	10.0	22.0		10.0	22.0
Total Split (s)	26.0	23.0	41.0	0.0	23.0	64.0
Total Split (%)	29%	26%	46%	0%	26%	71%
Yellow Time (s)	4.0	3.6	3.6		3.6	3.6
All-Red Time (s)	3.0	2.4	2.4		2.4	2.4
Lead/Lag		Lag	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Max	Max	Max		Max	Max
Lane Grp Cap (vph)	407	731	1305		354	1771
v/s Ratio Prot	0.26	0.26	0.52		0.13	0.15
v/s Ratio Perm		0.34				
Critical LG?		Yes	Yes			
Act Effct Green (s)	23.0	46.0	38.0		20.0	61.0
Actuated g/C Ratio	0.26	0.51	0.42		0.22	0.68
v/c Ratio	1.03	1.18	1.22		0.58	0.22
Uniform Delay, d1	33.5	21.8	26.0		31.2	2.1
Percentile Delay	77.9	102.4	117.9		32.0	2.2
Percentile LOS	E	F	F		C	A

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBL and 6:SER, Start of Green, Master Intersection
Natural Cycle: 100
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 1.12
Intersection v/c Ratio: 1.20
Intersection Percentile Signal Delay: 91.3
Intersection Percentile LOS: F

Splits and Phases: 3: Erkenbrecher & Vine St

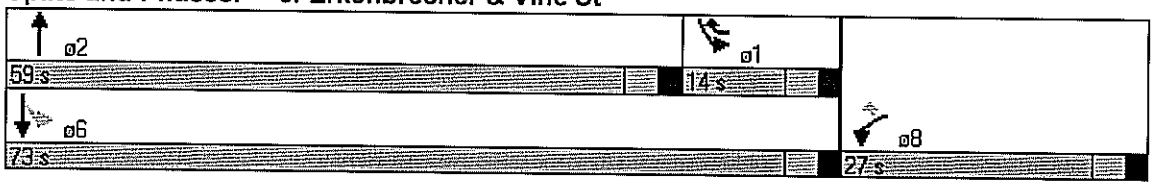


Lanes, Volumes, Timings

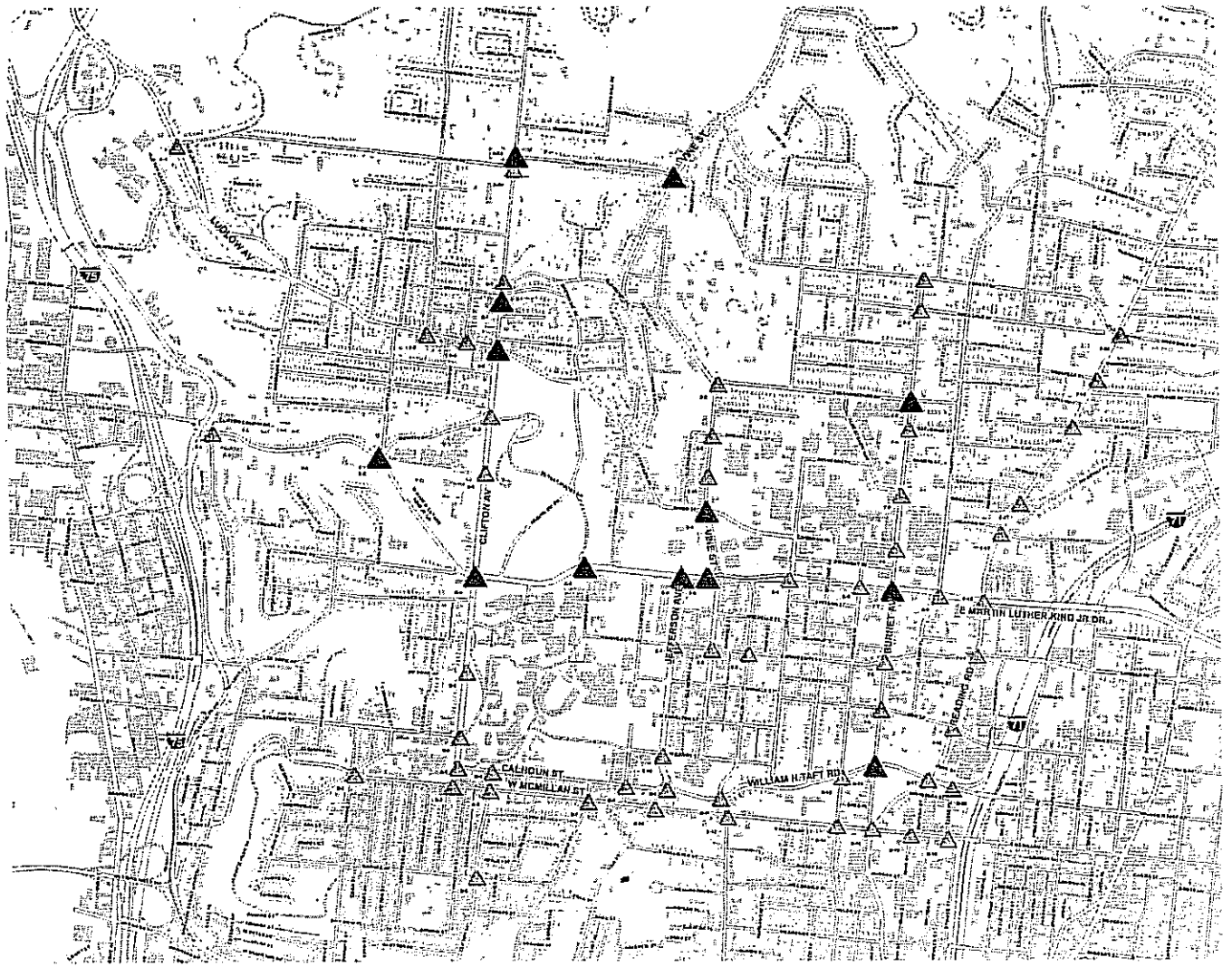
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	100	
Storage Lanes	1	2		0	1	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Satd. Flow (prot)	1770	2787	3447	0	1770	3539
Flt Perm.	0.950				0.068	
Satd. Flow (perm)	1770	2787	3447	0	127	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		41	39			
Volume (vph)	377	773	1434	291	184	346
Confl. Peds. (#/hr)	2			2	2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Lane Group Flow (vph)	419	859	1916	0	204	384
Turn Type		Pm+Ov			Pm+Pt	
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phases	8	1	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	21.5	12.0	21.5		12.0	21.5
Total Split (s)	27.0	14.0	59.0	0.0	14.0	73.0
Total Split (%)	27%	14%	59%	0%	14%	73%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lead/Lag		Lag	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Max	Max	Max		Max	Max
Lane Grp Cap (vph)	425	1084	1947		270	2477
v/s Ratio Prot	0.24	0.09	0.55		0.08	0.11
v/s Ratio Perm		0.21			0.45	
Critical LG?	Yes	Yes	Yes			
Act Effct Green (s)	24.0	38.0	56.0		70.0	70.0
Actuated g/C Ratio	0.24	0.38	0.56		0.70	0.70
v/c Ratio	0.99	0.79	0.98		0.76	0.16
Uniform Delay, d1	37.8	26.1	21.1		30.5	5.0
Percentile Delay	68.4	26.6	33.8		37.8	5.1
Percentile LOS	E	C	C		D	A

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 0.88
Intersection v/c Ratio: 0.97
Intersection Percentile Signal Delay: 33.3
Intersection Percentile LOS: C

Splits and Phases: 6: Erkenbrecher & Vine St



Traffic Signal System Evaluation



Existing Congested Intersections

uptown transportation study

Legend

Peak Hour Turning Movement Count Location (67)

- LOS A,B or C
- LOS D,E or F

April 20, 2005

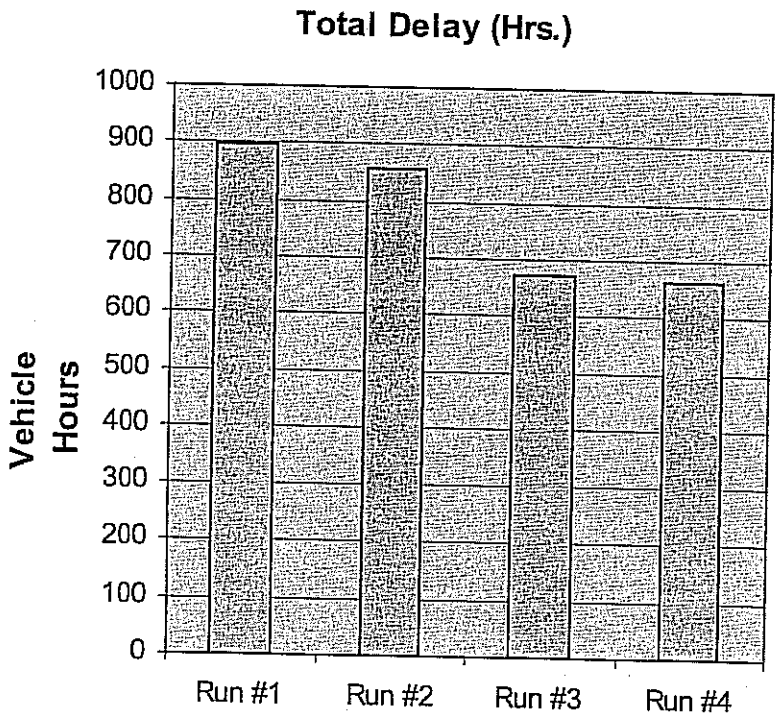
2,000 1,000 0

Feet

Measures of Performance

- SYNCHRO Runs
  - *Run # 1- Existing Signal Groupings*
  - *Run #2 – Existing signal groups with modified timing to minimize stops and delay*
  - *Run #3 – Existing signal groups with two new signalized intersections on Martin Luther King Jr Drive with existing timing; and*
  - *Run #4 – Combine all existing signal groups plus the two new signalized intersections into one system with modified timing to minimize stops and delay*

Measures of Performance - Total Delay



Performance

Change in Total Delay
(In Comparison to Run #1)

Run #1	-
Run #2	-4%
Run #3	-25%
Run #4	-26%

town

CINCINNATI ZOO & BOTANICAL GARDEN

September 1, 2006

Adventure • Conservation • Education

Mr. Bill Brayshaw, County Engineer
10480 Burlington Road
Cincinnati, OH 45231

Dear Mr. Brayshaw:

The Cincinnati Zoo & Botanical Garden supports the efforts of the City of Cincinnati in their plans for roadway improvements along Vine Street between Martin Luther King and Erkenbrecher.

The Vine Street widening project is critical to the future business development of the Cincinnati Zoo, Cincinnati Children's Medical Center and the U.S. Veterans Hospital who will ultimately share a newly created parking lot at the intersection of Vine and Erkenbrecher. The parking has freed up much needed development space at the Cincinnati Zoo allowing for the construction of a Education Center partnering with the Cincinnati Public Schools which will create 15 new jobs. It also will allow the construction of a dry lab at the VA Hospital adding construction and 40 permanent jobs. The Cincinnati Children's Medical Center has a facility under construction which will add up to 1000 jobs by the end of 2008.

The widened Vine Street project will allow for safe and efficient access to each of these facilities as well as the ability for the Zoo to create a new entry village , which was the original historical entrance dating back to 1892. The Zoo's desire to create a gateway to that new entry along Vine Street is important for business growth, long-term health and viability of the Zoo. Without the realignment and widening, the ability for the Zoo to move forward on the infrastructure project is gone. The roadway improvements are a critical link to allow the future development, growth and vitality of the Zoo campus.

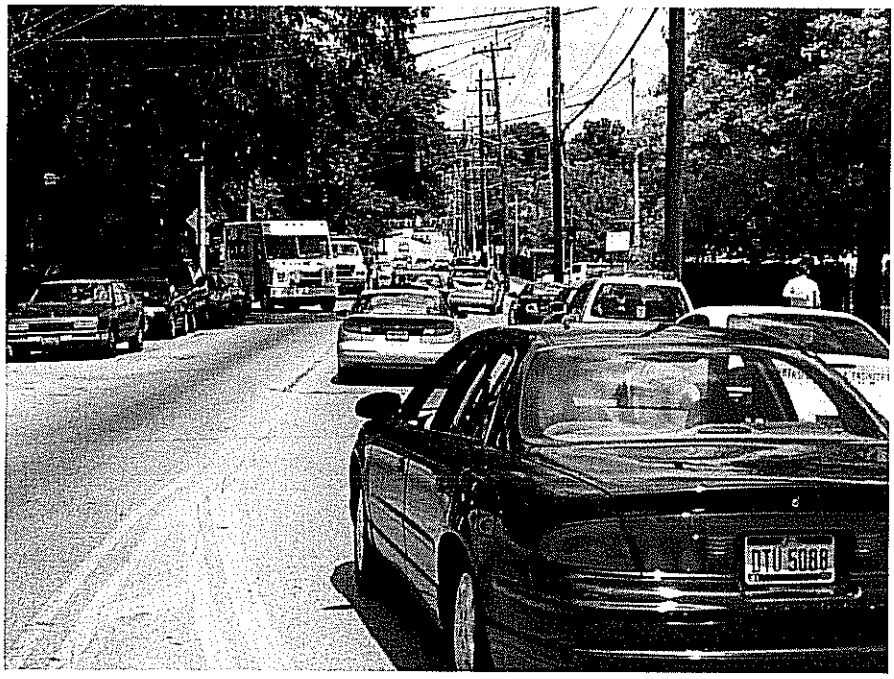
The total economic impact of the Cincinnati Zoo in this area is $88.4 million. This includes a household earnings impact of over $30 million. The total impact on employment in Greater Cincinnati is more than 1,200 jobs. Together, these economic activities generated nearly $2.7 million annually in local sales, earnings, and property tax revenue. This includes more than $700,000 for Hamilton County and the City of Cincinnati in sales and earnings taxes, and another $1.2 million in property taxes for Hamilton County jurisdictions. When the total economic impact of $88.4 million is compared with the Zoo's spending of $23.0 million for operations and construction, it results in an overall economic multiplier of 3.84, a number that very few local enterprises can match.

Gregg Hudson, President & CEO
Cincinnati Zoo & Botanical Garden

3400 Vine Street • Cincinnati, Ohio 45220-1399
phone 513-281-4700 • www.cincinnatizoo.org

VINE STREET

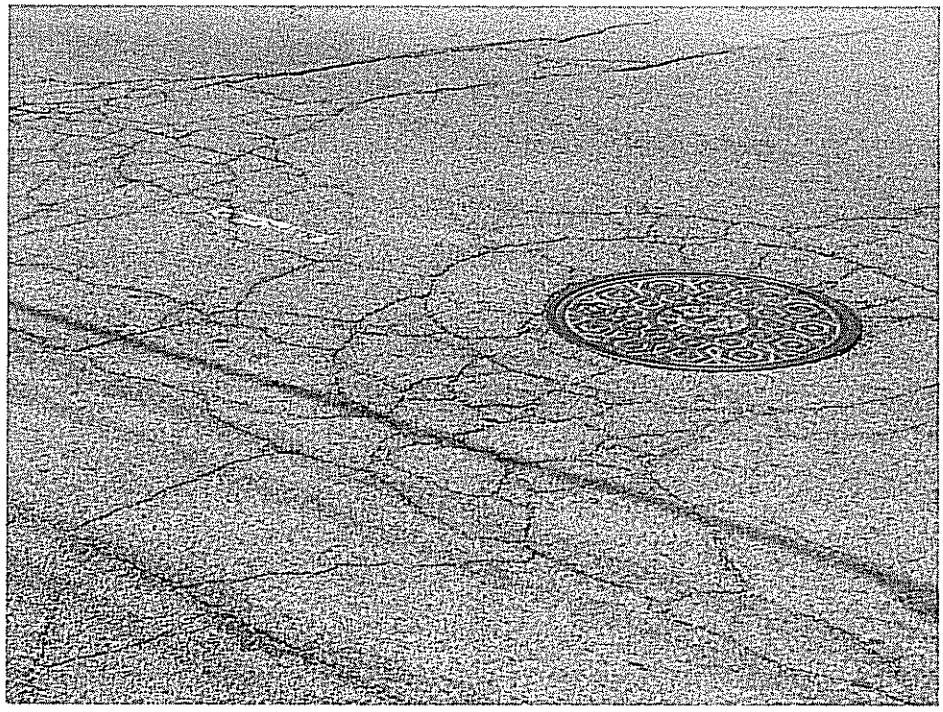
Road has buckling and ruts.



Narrow lanes making it congested.

VINE STREET

Holes in pavement and sunken curb.



Various cracking thru out project limits.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2007 (July 1, 2007 through June 30, 2008), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES __X__NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Geometric design:

Deficiencies: Vine Street is a principal arterial and is 36' wide, striped for 4-9' lanes. These 9' lanes are substandard. The Vine Street and Erkenbrecher Intersection has poor sight distance and poor horizontal geometry. The intersection is large and wide with multiple islands, which creates a confusing driving situation for the motoring public.

Solution: The project will widen Vine Street to 58', which will allow 2-14' curb lanes, 2-10' through lanes, and 1-10 turn lane, realign the Vine and Erkenbrecher intersection to a 90 degree angle which will improve the sight distance, eliminate the islands and reduce the confusion to the motorists.

Pavement:

Deficiencies: The roadway has an asphalt surface that is beginning to show signs of fatigue. The pavement is warping and shoving in the wheel paths showing signs of wear especially at the bus stops where replacement with full depth concrete pavement is required to prevent the shoving from recurring. The current pavement condition is fair with a PCI rating of 61 out of 100. Over the past two years, there have been 20 pothole and pavement repair requests. This information was obtained from the Cincinnati Customer Service Response Database (CSR). The documentation is attached. This attached information documents the pavement failures and the poor ride quality.

Solution: The project will remove the aging pavement base and asphalt surface and fully reconstruct with concrete base and asphalt surface course to provide a smooth driving surface.

Signals:

Deficiencies: The two signals along Vine Street have reached the end of their service life. The City of Cincinnati establishes twenty years as service life for signal equipment. There have been 41 customer service requests from the CSR database (see attached) in the past two years. This information documents that the existing equipment is in dire need of repair/replacement.

Solution: The signals throughout the project will be rebuilt with the latest technology in signal equipment, which will provide us with greater efficiency through this corridor.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples

may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Accidents:

Problems: The Vine Street corridor has had 74 accidents the past two years. See attached documentation. The rate is 10 crashes/million vehicle miles/year/mile, which is 40% above the city average of 7. 33% of the accidents were parked vehicle/sideswipe accidents caused by he narrow lane widths of Vine Street. Nearly 50% of the accidents were rear end accidents. These accidents were caused by sudden stops, which can be attributed to no left turn lane and the high volume of traffic on Vine Street. Currently, the LOS is C but with no street improvement the LOS will degrade to an F in 20 years.

Solution: Widening Vine Street from 36' to 58' will reduce the parked vehicle/sideswipe accidents by allowing more width to travel and the left turn lane will reduce the rear end accidents by reducing the number of conflict points by pulling left turning vehicles out of the through lanes.

Capacity:

Problems: There are two signalized intersections completely within the project limits. The Vine Street/Erkenbrecher Avenue intersection is heavily utilized by zoo traffic and includes a pedestrian entrance into the Zoo. The current Level of Service (LOS) for this intersection is C. The projected LOS, if there are no improvements, will diminish to a LOS F in twenty years. The second signalized intersection within the project limits is the Vine Street/VA Hospital drive. This serves as the main entrance into the VA Hospital. Attached are Synchro outputs for the two signalized intersections on Vine Street.

Solution: With the proposed improvements to Vine Street, the LOS at the signalized intersection of Vine and Erkenbrecher in twenty years would be LOS C instead of a LOS F. At the signalized intersection of Vine and VA Hospital, the existing LOS A will remain a LOS A in the PM peak but improve the AM peak from a LOS B to LOS A after the project is complete. The Uptown Transportation study, which is sponsored by the City of Cincinnati, ODOT, OKI, UC and the Uptown Consortium, has a traffic signal system evaluation. The performance of the system shows a reduction in vehicle delay of 25% with the improvement to Martin Luther King Jr (MLK) Drive assuming a LOS C for the Vine Street corridor. The MLK Drive improvements are currently under construction meeting the project at Nixon (phase 2 of the Vine Street Corridor). Therefore, the improvements to Vine Street are critical to the overall success of the traffic signal system in the Uptown area. Please see attached information.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project will improve the storm drainage and pavement runoff.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on

the basis of most to least importance.

Priority 1 Eighth Street Viaduct Reconstruction

Priority 2 Vine Street Improvements

Priority 3 Colerain/West Fork/Virginia Intersection Improvement

Priority 4 Center Hill Bridge Replacement

Priority 5 Spring Grove/Clifton Improvements

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

Minor casting adjustments for CWW will be included with the roadway construction.

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The proposed project will have large effect on economic growth. This project will allow better traffic flow through the uptown region. The project is a major part of the Uptown Crossing Plan. See attached sheets. The plan shows a new grid type development planned for the west side of Vine Street from Nixon to Shields and the new Zoo parking lot on Vine Street from Shields to Erkenbrecher with a Pedestrian bridge over Vine Street from the parking lot to the Zoo entrance. The project is also part of Uptown Transportation Study Recommended Corridor Projects. See attached sheets. The Vine Street is one of thirteen projects that are recommended. Many of the projects are finished, under construction or already funded. The Vine Street corridor improvements will allow better access to Children's Hospital, VA Hospital, University Hospital, and Cincinnati Zoo for visitors and employees. This uptown area is the largest employment area outside of Downtown Cincinnati. Please see attached letter from the Cincinnati Zoo & Botanical Garden concerning job creation and the ability to permit more development resulting from the improvements to Vine Street.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by September 1st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Municipal Road Fund – $290,000

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).
Yes, the project will alleviate capacity problems by maintaining a LOS C at the Vine and Erkenbrecher Intersection and a LOS A in the PM peak at the Vine and VA hospital intersection, the LOS will improve in the AM peak from LOS B to LOS A for the future volume at the Vine and VA hospital intersection, providing a center turn lane for left turns, improving the roadway cross section and the pedestrian facilities. See the attached Synchro outputs for the capacity analysis.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS C Proposed LOS C

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.
LOS C can be achieved with the project.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No X N/A _____

c.) Are all utility coordination's completed? Yes _____ No X N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No X N/A _____

If no, how many parcels needed for project? 3 Of these, how many are: Takes _____

Temporary _____

Permanent 3

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.
The acquisition process has begun and will be finished by the time the project is under contract for construction.

e.) Give an estimate of time needed to complete any item above not yet completed. 12 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.
Vine Street provides access to the largest employment areas in Cincinnati outside of downtown. Employers consist of University of Cincinnati, the Zoo, the EPA, and all the Hospitals i.e. Children', University, Shriners and the UC Medical School. Access to I-75 via Martin Luther King and Mitchell are from Vine Street. This is a major SORTA route. The project is in the Uptown Transportation Study and will spur new development per the Uptown Crossing Plan.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No Ban

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 24,106 X 1.20 = 28,927 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional $5.00 License Tax X

Infrastructure Levy X Specify type dedicated portion of City earnings tax

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 21 - PROGRAM YEAR 2007
PROJECT SELECTION CRITERIA
JULY 1, 2007 TO JUNE 30, 2008

NAME OF APPLICANT: CITY OF CINCINNATI

NAME OF PROJECT: VINE STREET - NIXON TO FERGUSON ROAD

RATING TEAM: 4

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
(5) - Fair Condition
0 - Good or Better

Appeal Score
15

Criterion 1 - Condition
Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition –requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

2) **How important is the project to the safety of the Public and the citizens of the District and/or service area?**

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 – Poorly documented importance
0 - No measurable impact

Appeal Score _____

Criterion 2 – Safety
The applying agency shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) **How important is the project to the health of the Public and the citizens of the District and/or service area?**

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 - Poorly documented importance
0 - No measurable impact

Appeal Score _____

Criterion 3 – Health
The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) **Does the project help meet the infrastructure repair and replacement needs of the applying agency?**
Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 -Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

Criterion 4 – Jurisdiction's Priority Listing
The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) **To what extent will a user fee funded agency be participating in the funding of the project?**

(10) – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99%
7 – 30% to 39.99%
6 – 40% to 49.99%
5 – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score _____

Criterion 5 – User Fee-funded Agency Participation
To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) **Economic Growth – How the completed project will enhance economic growth (See definitions).**

10 – The project will directly secure new employment
5 – The project will permit more development
(0) – The project will not impact development

Appeal Score  _____

Criterion 6 – Economic Growth
Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.
Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.
The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

7) **Matching Funds - LOCAL**

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
(0) – Less than 10%

List total percentage of "Local" funds 0 **%**

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds – OTHER

List total percentage of "Other" funds 10 %

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
(2) – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

List below each funding source and percentage

MRF	10 %
	%
	%
	%
	%

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) **Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?**

10 - Project design is for future demand.
8 - Project design is for partial future demand.
(6) - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

Appeal Score _____

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) **Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?**

(5) - Will be under contract by December 31, 2007 and no delinquent projects in Rounds 18 & 19
3 - Will be under contract by March 31, 2008 and/or one delinquent project in Rounds 18 & 19
0 - Will not be under contract by March 31, 2008 and/or more than one delinquent project in Rounds 18 & 19

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) **Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.**

10 – Major Impact **Appeal Score**
(8) – Significant Impact
6 – Moderate Impact _____
4 – Minor Impact
2 – Minimal or No Impact

Criterion 11 - Regional Impact
The regional significance of the infrastructure that is being repaired or replaced.
Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) **What is the overall economic health of the jurisdiction?**

10 Points
(8) Points
6 Points
4 Points
2 Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) **Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

10 - Complete ban, facility closed — Appeal Score
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand _____
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) Less than 20% reduction in legal load

Criterion 13 - Ban
The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) **What is the total number of existing daily users that will benefit as a result of the proposed project?**

(10) 16,000 or more — Appeal Score
8 - 12,000 to 15,999
6 - 8,000 to 11,999 _____
4 - 4,000 to 7,999
2 - 3,999 and under

Criterion 14 - Users
The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) **Has the applying agency enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?** ***(Provide documentation of which fees have been enacted.)***

(5) Two or more of the above — Appeal Score
3 - One of the above
0 - None of the above _____

Criterion 15 – Fees, Levies, Etc.
The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.